

St. Johnsbury Caledonian.



St. Johnsbury, Vt., Friday, June 6, 1873.

Caledonia County Court.

The June term of our county court opened in this town Tuesday last. The attendance was large—all the seats in the room were occupied by persons connected with the court and spectators.

Rev. Mr. Southgate officiated, offering the opening prayer. Judge Ross's charge to the grand jury was a sensible digest of the duties incumbent upon them.

Besides calling their attention to the list of general subjects of which they are bound to take cognizance, he was especially emphatic in charging them to look well to that fruitful parent of crime—intoxicating liquor—and enjoined it upon them to look after it, where the local authorities failed to suppress its illegal sale.

He mentioned to them that the authorized agents for its sale were not always sufficiently respectful of the law in the discharge of their duties.

He would have their conduct properly scrutinized. Another thing we were glad to hear from the Judge, and that was the remark that he had never heard of such a thing as looking after the agents (runners) of liquor dealers who traverse the state selling liquor to drunks as well as to others undergoing the process of hatching out as such. We note his idea, but use our own language to express it, having forgotten the precise words used by him.

Judge Ross also very properly reminded the petit jury of their duties, remarking that they were mainly comprehend in the oath they had taken. He enjoined fidelity, on their part, to the duties and responsibilities resting upon them, and suggested that they be careful that their verdicts should be only just and true deductions of the law and evidence coming before them in court.

We counted twenty-five gentlemen as apparently and rightfully within the limits of, and belonging to the bar.

Several of them are veterans, war or bar-room, with failing locks, and evidently failing in the liquidity of their visual organs, yet disposed to pursue their occupation to the end. This is right. Still in the harness, with mountings unsoiled, is an honorable attitude to greet the final foreclosure of the inevitable reaper. Others in the bar-and a large majority of the whole-number—are younger men, with an unusual proportion of a youthful appearance, in whose breasts hope has clearly found lodgment. In the faces of these determination is palpably written, and their eyes speak of the conquests they would win.

Resolve to mount to the top of the highest flag-staff and crow, or if to fall, it is to be done as worsted cocks in the last ditch. In our benevolence we express the hope that they all may crow, if they will not try to soar so high into a rarified atmosphere as to explode, and that none of them may ever be found in the ditch.

The current term, like several past, promises to be a laborious one, to count, offices, juries, and attorneys, and the numerous clients involved in the one-hundred cases set to the jury, will be lucky, if, in the end, they do not find their pockets like the empty boxes of the apothecary of Mantua, of whom one Shakespeare tells a sorry tale.

Opening a New County.

It should not be overlooked that the construction of the Portland and treading Railroad opens a new county in Vermont to railroad traffic.

The road, when completed, will pass through nearly the centre of Lamoille county, following a rich river valley nearly all the way, and through a country never before penetrated by a railroad. Lamoille county is one of the best farming counties in the state, and is famed for the amount of its productions.

The Lamoille river affords an ample amount of water power. This is not all. The roads pass through the northern portion of Franklin county—a section of the state noted for its large productions of butter and cheese. Indeed, the whole line west of St. Johnsbury till it approaches Lake Champlain, passes through one of the most productive agricultural sections of the state away from all other railroads. The P. & O. cannot fail of doing the carrying trade of a large territory distant from any railroad in existence—including the western section of Caledonia county, a few towns in Orleans county, nearly all in Lamoille county, and the northern section of Franklin county. Thus, leaving out of the question all through traffic, rare chance could scarcely be found where so much local traffic could be concentrated upon a new line of railroad.

The Passumpsic railroad paid six per cent, upon its stock and bonded debt when it penetrated Orleans county, and before it secured through connections, the P. & O. therefore, may be expected to do a large and remunerative local business.

The telegraph reported to the papers in all directions, an exciting time at the Concord railroad meeting last week. The report had considerable truth in it. There was upon one of the two tickets the name of a man who had been in the old board for several years. It was suggested he had used his office to enrich himself. He had taken royalty. The books of the corporation had been examined by a stockholder, and the alleged facts, before the balloting for Directors, were boldly spread before the meeting, by John H. George, Esq., one of the leading lawyers of the state. George declared that he should vote for none but well known

gentlemen the facts were investigated, and all the knowledge the Smithsonian Institute had acquired upon the point, was obtained to explain the mystery—for such it seemed to be. The declaration concerning man is, that he is of the dust, and to dust he is destined to return.

The results of the investigation are embodied in the foregoing explanation: We will only remark, that fifteen years after the removal of the bodies to our new cemetery, one of them was examined, and it was found, to a considerable extent, in form and substance, as it was when first interred, but the exposure to the air, by removal, had caused a partial return to dust of the more exposed parts. The truth of the declaration of the scientists, upon this point was thus demonstrated.

NORTHERN TELEGRAPH.—There is a telegraph line from Boston to Bristol, N. H., known as the Northern Telegraph, which some people would like to see extended. It is a chartered line by the New Hampshire Legislature, and owned, to a considerable extent, by Ex-Governor Smith, of Manchester. The desirability of its extension consists in the fact that the price of messages transmitted by it is just half the sum charged by the Western Union.

The annual meeting of the Northern (N. H.) Railroad, was held on Concord last week on Thursday, when the following named persons were chosen Directors for the ensuing year:

Ouson Stearns, John A. Burnham, George W. Nesmith, Elmer Crocker, Jonathan Minot, Charles F. Choate, Edward Lawrence.

By the action of the stockholders of the Concord railroad, at their meeting two days prior to that of the Northern, of assenting to a business arrangement between the two roads, large expense is to be saved in running the same, and that will prove to the benefit of the Northern, while it will not injure in any way the interests of the Concord.

It is not consolidation of the roads, but a business connection for the convenience of the public, as well as for the interests of the stockholders. The two roads can be run better under one management than by two separate parties.

ARRESTS.—The awful crimes of the Bender family in Kansas, have been described in late issues of the *Caledonian*. Those places are connected with Pittsburgh by several bridges over which steam and horse cars are run, and the three cities are in fact one, with a united population of two hundred thousand people.

Pittsburgh is a dirty but rich city. Its smoke and smut are notorious, and ever present. They are the unavoidable attendants of blast furnaces and bituminous coal. Its wealth has been derived from the earth which is here rich with iron, coal, lead and oil. It is not unusual to see a train-way running from a coal mine in the bluffs above the city, directly into the manufacturers which are situated at the foot of the hills near the river. These train-ways are double track, and the loaded car descending draws an empty car back to the mine. With coal and iron so handy, costing merely the expense of mining, it is no wonder that manufacturing here has been such a success.

Pittsburgh is surrounded and hemmed in by high, steep bluffs. A view from the top of these in a dark night is one of the attractions for visitors.

The red flames from the cupolas of the large number of blast furnaces, glass manufactorys, etc., light up the smoky darkness making a grand spectacle. These same high bluffs prevent the city from spreading out. Surrounded as it is, and so scarce are building sites, that some of the miners and workmen in the mills have hung their houses on the sides of these bluffs. I say *hang* them, for the bluffs are so steep that the only way to reach these houses is by long flights of stone stairs.

Ex-Governor Smith has been elected, as suggested last week, President of the Central Vermont Railroad.

When a majority of the Central first mortgage bonds shall have been converted into the new stock the company are authorized to take possession of the road.

Last week the recently elected board of Directors examined the 8000-foot shop at St. Albans, and pronounced them to be in fine condition.

They also passed over the road in a special train. The road also, we are told, is in good running order.

The principal office of the road has been transferred from Boston to New York.

If any of our readers are in Vermont and Canada stock, our advice to them is, patiently wait, and not sell it at present prices. The guarantee of the Central, though the stock has run down at a low figure, will ultimately be realized.

The losses will be likely to fall upon holders of other securities of the Central and Vermont and Canada. So we predict.

The graves of the dead confederate soldiers were decorated at Augusta, Ga., on the 25th of April. No United States flag was seen on the occasion,

but flags were plenty with other devices besides the stars and stripes.

Some with the confederate flag on one side, and the confederate battle flag on the other. In the speeches, our government and Gen. Grant were vehemently denounced. Many of the people of the South yet remain estranged from the Union, and are outwardly submissive to its laws only because they have been whipped into it in the last ditch they proposed to dig in. This we learn from a letter from a gentleman present on the occasion of the decoration. The incidents are significant of the remaining feeling in the hearts of some of the southern people.

A Bennington paper gives an account of the exhumation of the body of a Mr. Cook, after a burial of three years. It was found in full form as when deposited in the grave. It is declared to be completely petrified.

This matter of petrifaction is a mistake. It is true bodies are occasionally found heavy, solid, and in perfect form, years after interment, and it is not known how long they may remain so.

It is not petrifaction—becoming stone-like, but adipocere—a fatty substance apparently solidified. Exposure to air works decomposition, but very gradually, by reason of the existence of so much of oily material. Science asserts that no animal of the warm-blooded species—ever becomes petrified. Such as are recognized as cold-blooded, do. The human species belong to the former class.

In 1852, when the bodies were removed from the old cemetery in St. Johnsbury, to the new one northwest of the village, two bodies were found in a condition like that of Mr. Cook. One had been interred about twenty years. Notes were taken of the circumstances. With the aid of a scientific

committee of experts at Pittsburg,

the treasure of coal about Pittsburg is enormous. As long ago as 1855, Pennsylvania produced three-fourths of all the coal in the United States, or \$30,000,000 tons. The coal fields about Pittsburgh embrace 15,000 square miles,

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